

REMARKS

I. Introduction

With the cancellation of claim 18, claims 12 to 17, 19, and 20 are currently pending in the present application, since claims 1 to 11 were previously canceled. In view of the foregoing amendments and following remarks, it is respectfully submitted that all of the presently pending claims are allowable, and reconsideration is respectfully requested.

Applicants note with appreciation the acknowledgement of the claim for foreign priority and the indication that all certified copies of the priority documents have been received.

Applicants thank the Examiner for considering the previously filed Information Disclosure Statement, 1449 paper, and cited references.

II. Rejection of Claims 12 to 20 Under 35 U.S.C. § 102(b)

Claims 12 to 20 were rejected under 35 U.S.C. § 102(b) as anticipated by U.S. Patent No. 6,250,285 ("Takase"). It is respectfully submitted that Takase does not anticipate the present claims for at least the following reasons.

As an initial matter, claim 18 has been canceled herein without prejudice, thereby rendering moot the present rejection with respect to claim 18.

Claim 12 relates to a method for operating a fuel metering system of a motor vehicle and, as herein amended without prejudice, recites, *inter alia*, the following:

... setting a limit to a rate of change in pressure in the high pressure area as a function of a specified value for an injection quantity error caused by pressure changes during a lag between a first time at which a fuel injection time is computed and a second time at which fuel injection begins.

Claims 17, 19, and 20 includes subject matter similar to that of claim 12.

Takase provides for calculating a correction coefficient K based on a difference between a desired quantity of injected fuel and an actual quantity of injected fuel. Based on the correction coefficient, a new desired quantity is determined and a common rail pressure is changed so that it corresponds to the new desired quantity. See Takase, column 10, line 44 to column 11, line 43. Takase does not disclose, or even suggest, setting a limit to a rate of change in pressure in a high pressure area. Takase does not disclose, or even suggest, performing any step as a function of a specified value for an error caused by pressure changes during a lag between a first time at which a fuel injection time is computed and a second time at which fuel injection begins. Thus, Takase does not disclose,

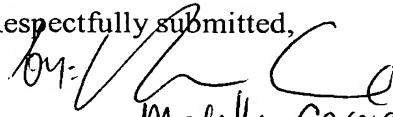
or even suggest, all of the features recited in any of claims 12, 17, 19, and 20 so that Takase does not anticipate any of claims 12, 17, 19, and 20.

Claims 13 to 16 depend from claim 12 and therefore include all of the features recited in claim 12. Thus, Takase does not anticipate these dependent claims for the same reasons set forth above in support of the patentability of claim 12.

III. Conclusion


In light of the foregoing, it is respectfully submitted that all of the presently pending claims are in condition for allowance. Prompt reconsideration and allowance of the present application are therefore earnestly solicited.

Respectfully submitted,

By:  (Reg No 360981)
Michelle Carniaux

Dated: January 29, 2007

By:


Gerard A. Messina
Reg. No. 35,952

KENYON & KENYON LLP
One Broadway
New York, New York 10004
(212) 425-7200

CUSTOMER NO 26646